BookletChart™

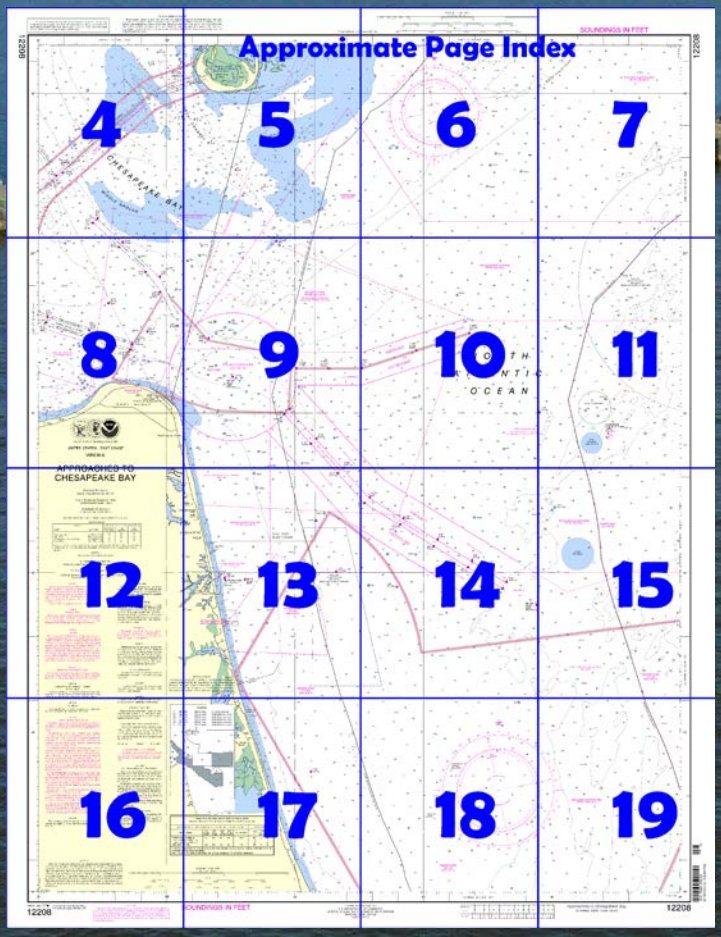
Approaches to Chesapeake Bay

NOAA Chart 12208

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12208

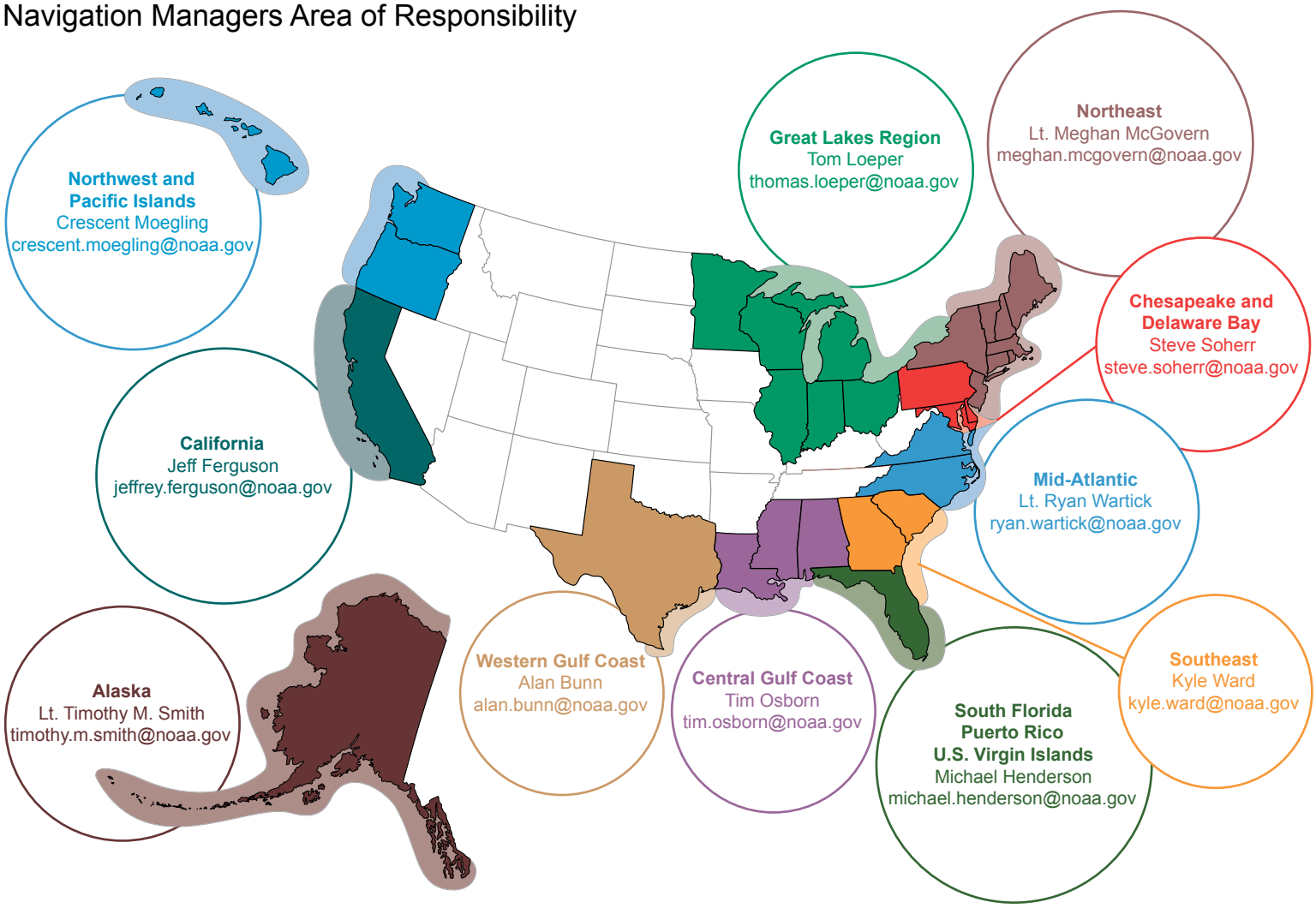
(Selected Excerpts from Coast Pilot)
Endangered northern right whales may occur in approach channels to the Chesapeake Bay. They are most likely to occur in the area from November through April.
Chesapeake Light (36°54'17"N., 75°42'46"W.), 117 feet above the water, is shown from a blue tower on a white superstructure on four piles, 14 miles eastward of Cape Henry. The name CHESAPEAKE is displayed on all sides. A fog signal and racon are at the light. A fish haven, consisting of sunken fishing-boat hulls and marked by private unlighted buoys, is about 0.4 mile southwestward of the light.

Nautilus Shoal, which extends 4 miles southeastward from Fishermans Island, has patches with depths of 6 to 11 feet. The buoyed channel along the southwest side of Nautilus Shoal, thence northward between Fishermans Island and **Inner Middle Ground,** had a controlling depth of about 16 feet in 1977-1980. The channel is used by local vessels drawing up to 12 feet. This channel is not recommended for strangers because of shifting shoals. In 1996, a 10-foot shoal was reported 1.5 miles S of Fishermans Island in about 37°03'31.2"N., 075°57'27.0"W.
Breakers frequently occur along the axis of Inner Middle Ground, starting on the seaward side of the Chesapeake Bay Bridge-Tunnel and continuing the entire length of the shoal. This phenomenon appears to be associated with large swells rolling in from sea from the south-southeast to southeast.
Cape Henry Light (36°55'35"N., 76°00'26"W.) is shown from an octagonal, pyramidal tower, upper and lower half of each face alternately black and white, on the beach near the turn of the cape. The gray octagonal, pyramidal tower 110 yards southwest of Cape Henry Light is the abandoned 1791 lighthouse.
Local magnetic disturbance.–Differences of as much as 6° from the normal variation have been observed 3 to 17 miles offshore from Cape Henry to Currituck Beach Light.
A **naval restricted area** extends northward and eastward from Cape Henry.
The **Chesapeake Bay Bridge-Tunnel** extends from Cape Charles across the bay entrance to a point 6 miles westward of Cape Henry. The 15-mile crossing has vehicular tunnels under Chesapeake Channel and Thimble Shoal Channel with fixed bridges over Fishermans Inlet and secondary channels. In addition to the channel buoys and lights, daybeacons and fog signals mark the openings at Chesapeake and Thimble Shoal Channels. At night the floodlighted tunnel houses are more prominent than the privately maintained lights marking the channels. In July 1996, a two-lane low level and high level fixed span bridge was under construction about 267 yards westward of the existing fixed highway bridge across Chesapeake Bay; upon completion, the clearances will be the same as the existing bridge.
A **naval restricted area** extends northward, eastward, and southeastward from Cape Henry. (See **334.320**, chapter 2, for limits and regulations.)
A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry. (See **334.400**, chapter 2, for limits and regulations.)
Danger zones of naval firing ranges are about 8 and 9 miles southward of Cape Henry. (See **334.380 and 334.390**, chapter 2, for limits and regulations.)
Two radar towers and a blue water tank, 158 feet above the water, are prominent at the Dam Neck Naval Station about 9 miles southward of Cape Henry Light.
Part of Back Bay National Wildlife Refuge extends from 15 to 18.5 miles south of Cape Henry Light along The Outer Banks.
False Cape, so called because of its resemblance to Cape Henry when approaching from southward, is about 22 miles southward of Cape Henry Light. Several spots with depths of 10 to 17 feet are 0.8 to 1.5 miles offshore from False Cape.
Sand dunes in this area have a tendency to alternately erode and then build up again as the seasons change, generally working to the southward; they should not be depended upon as navigational marks.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

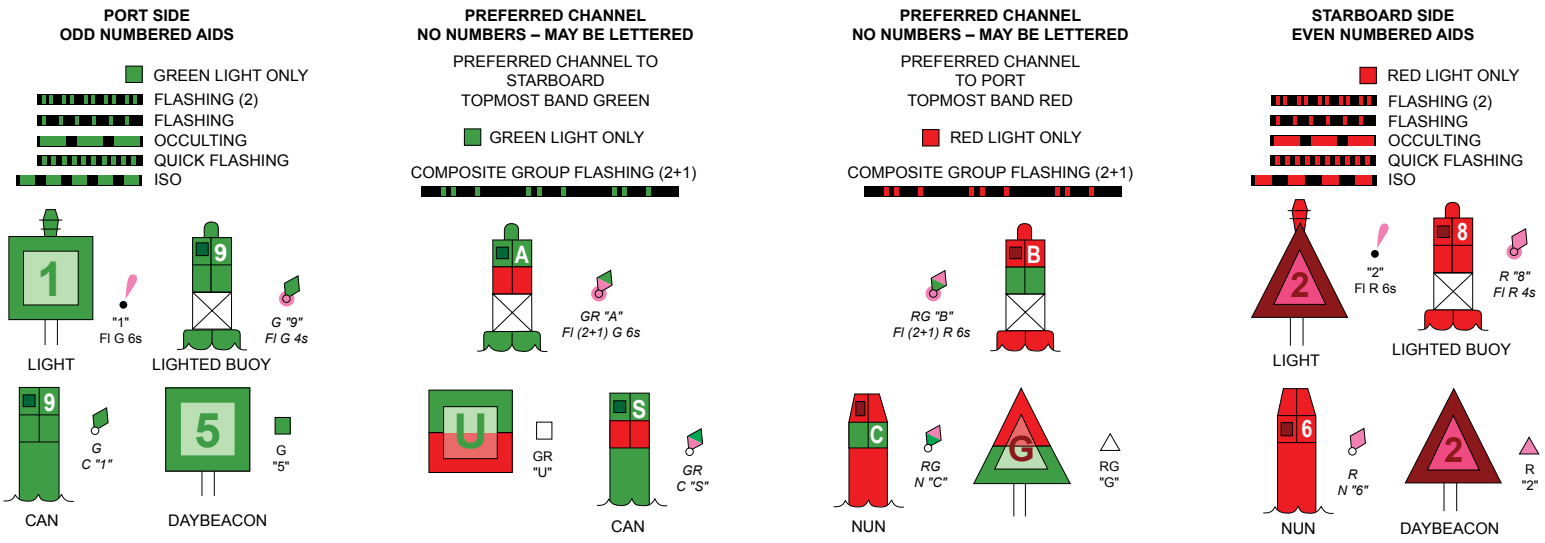


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

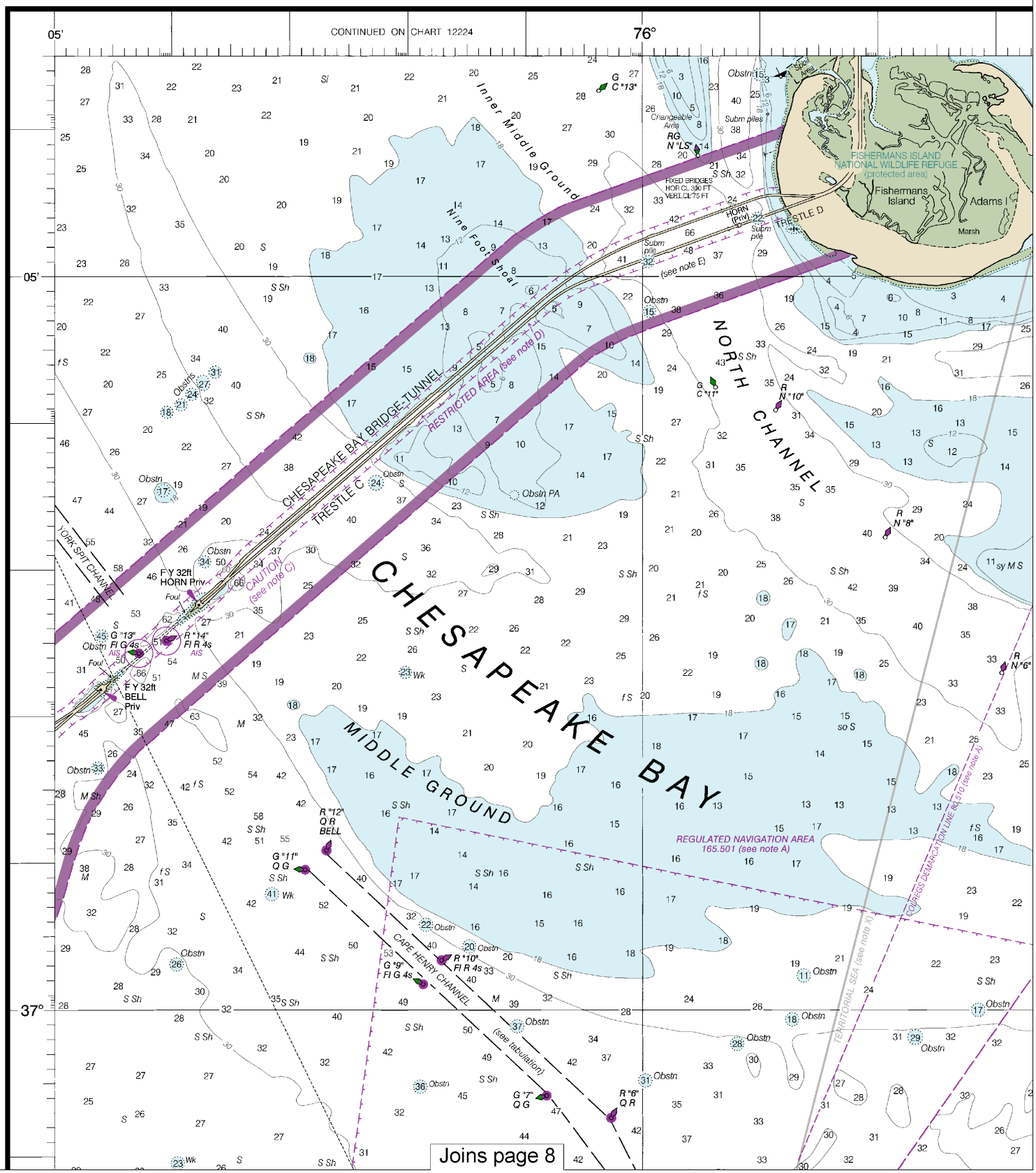
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



Joins page 8

4

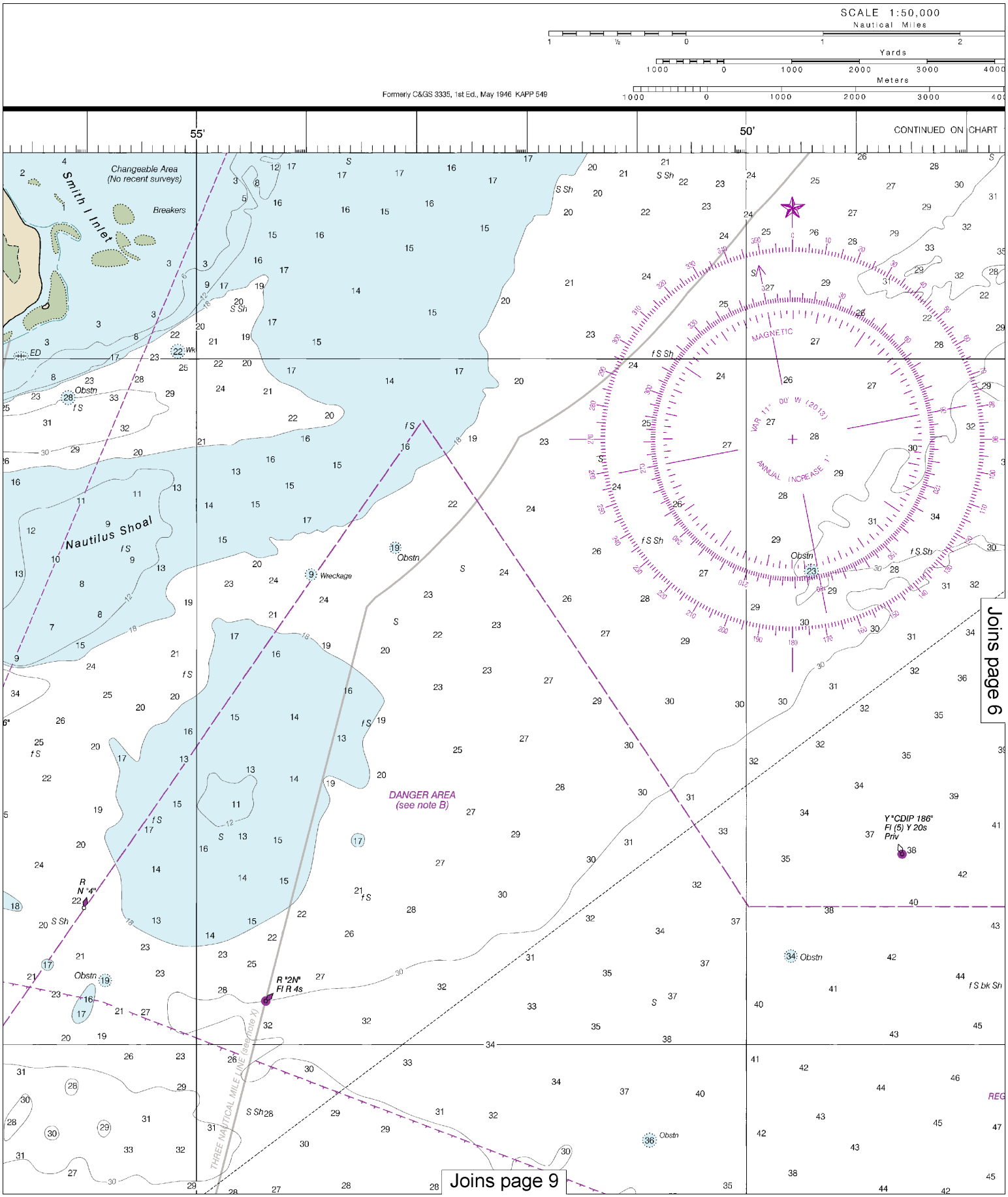
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

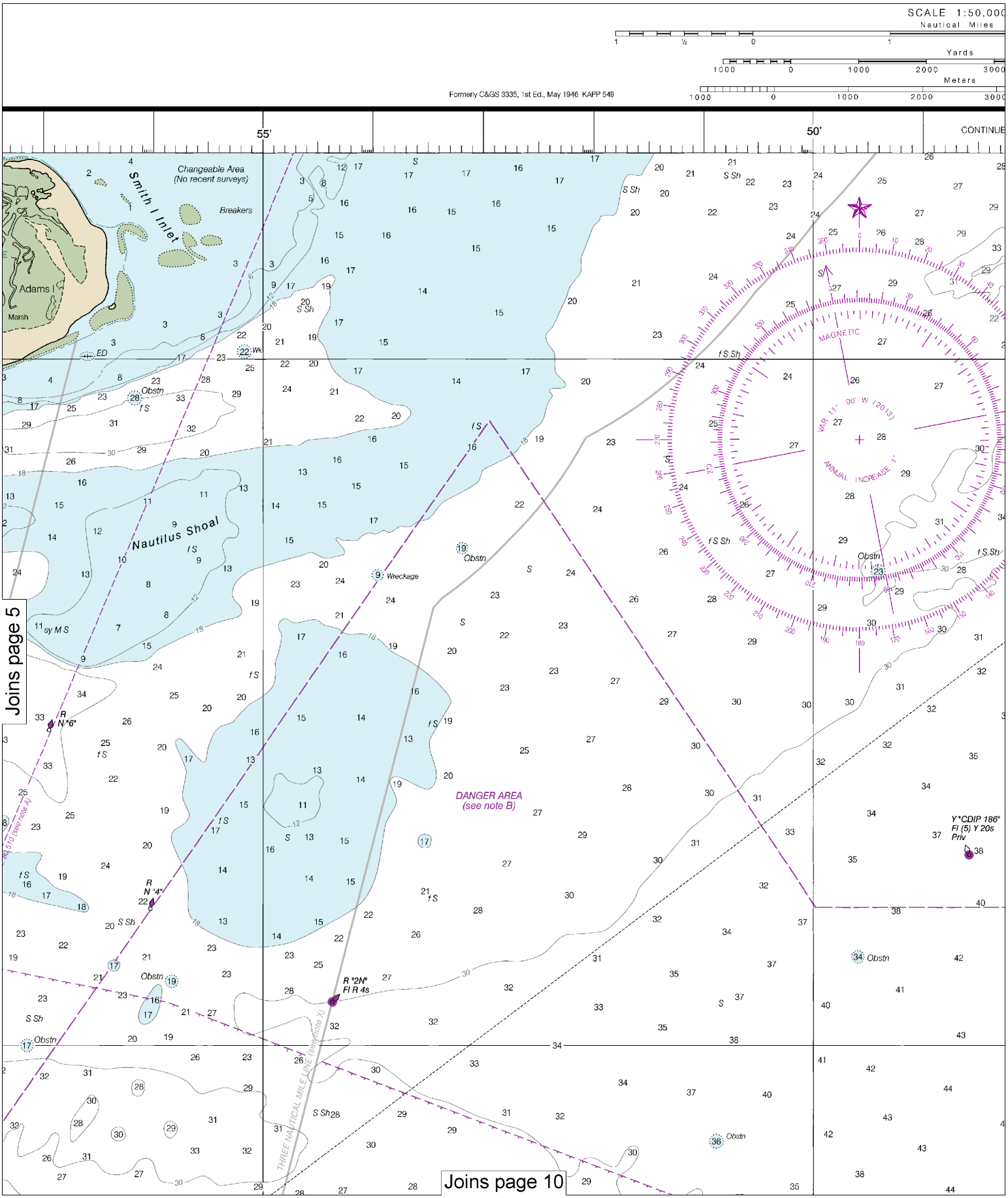
Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

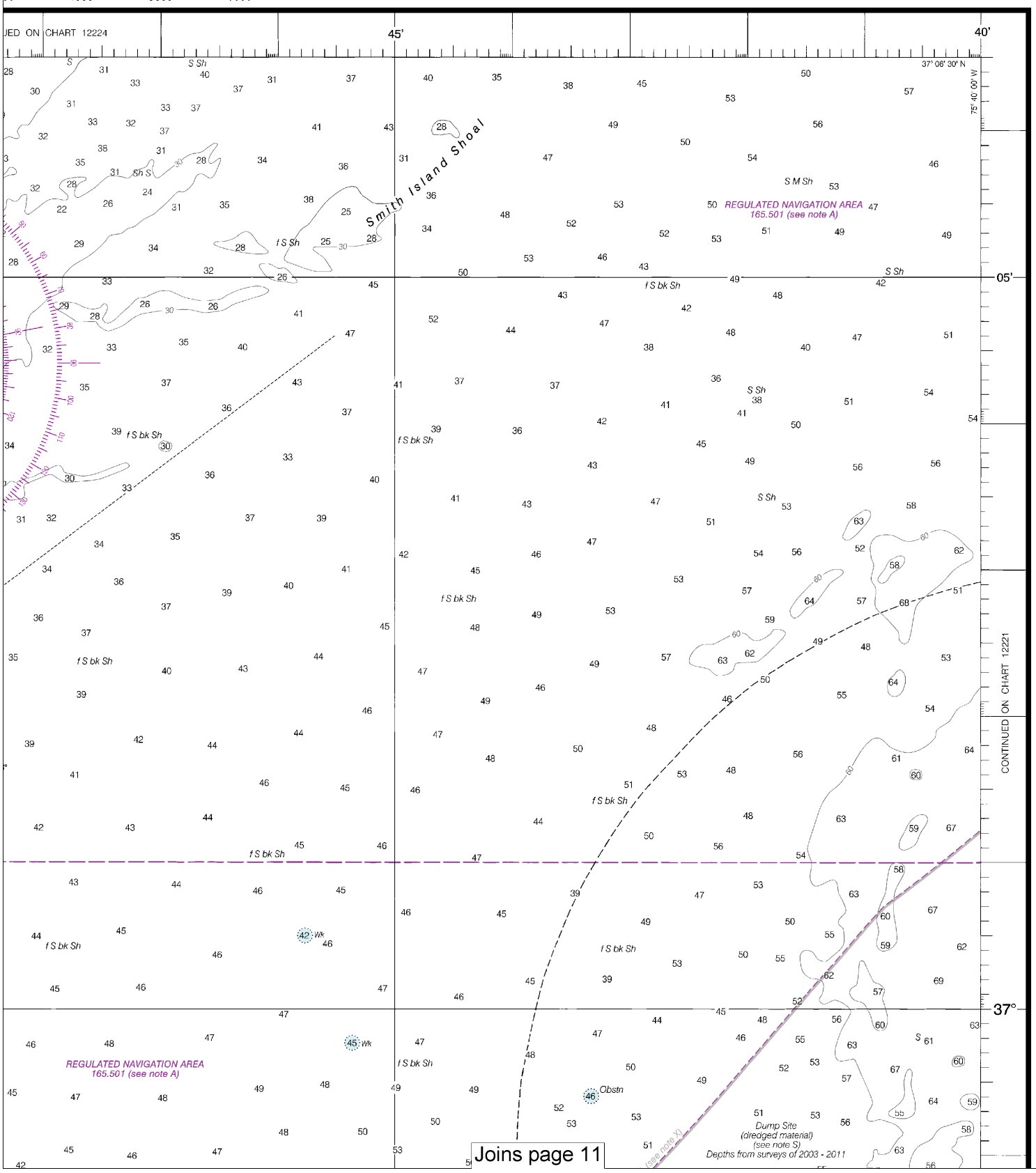
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

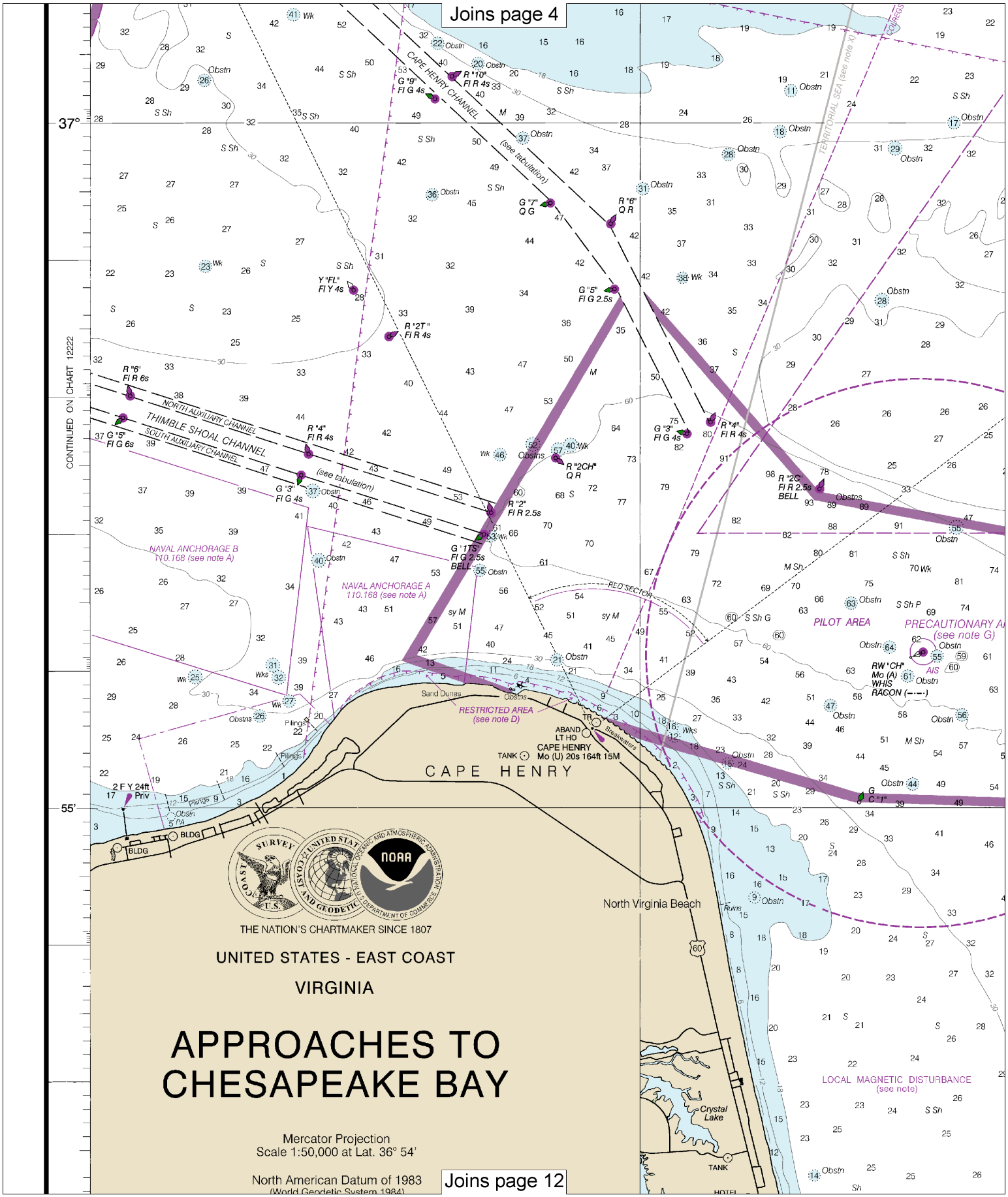
~~SCALE 1:50,000~~
Nautical Miles
1 0 1 2 3 4
Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

SOUNDINGS IN FEET



Joins page 11



8

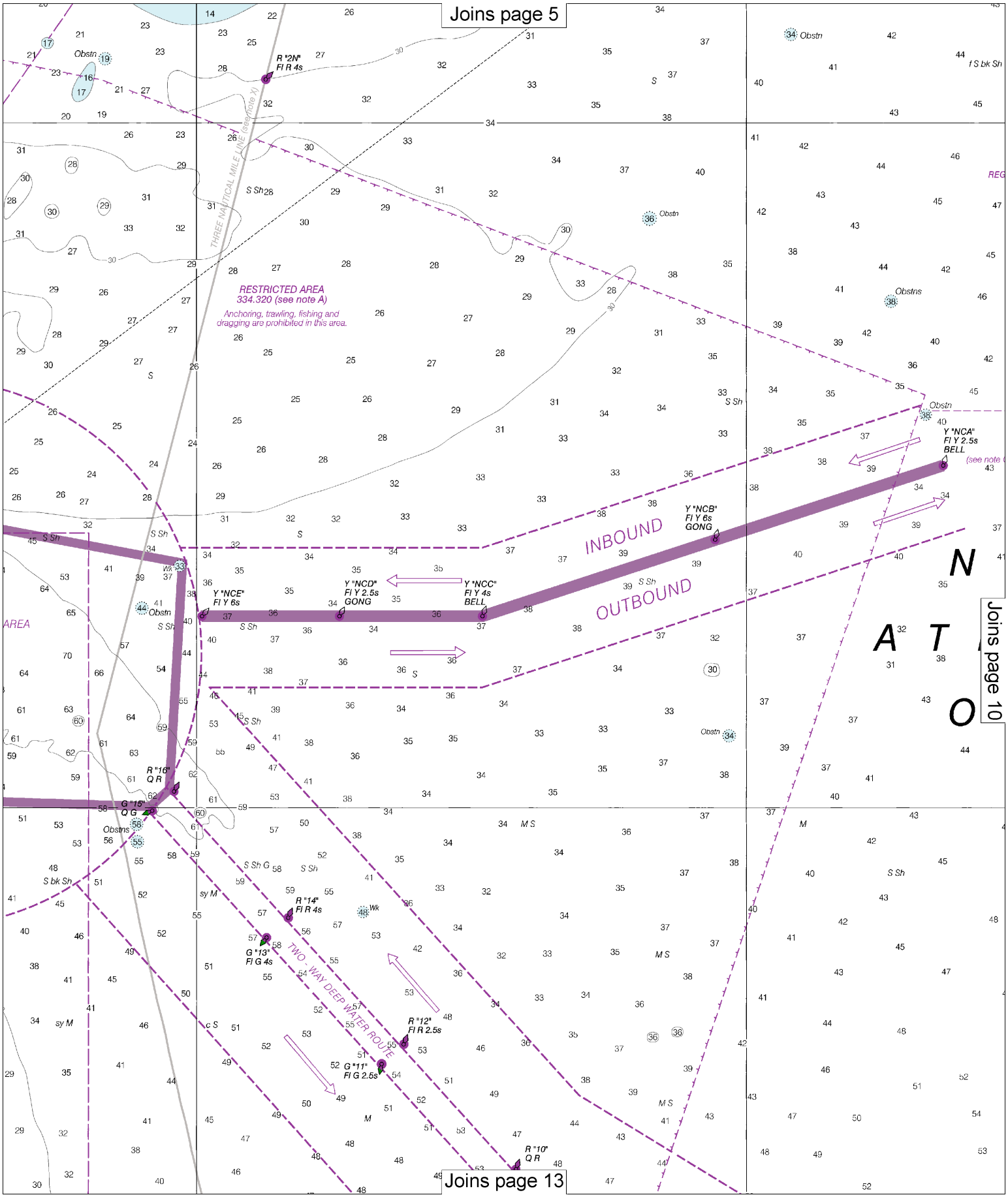
Note: Chart grid lines are aligned with true north.

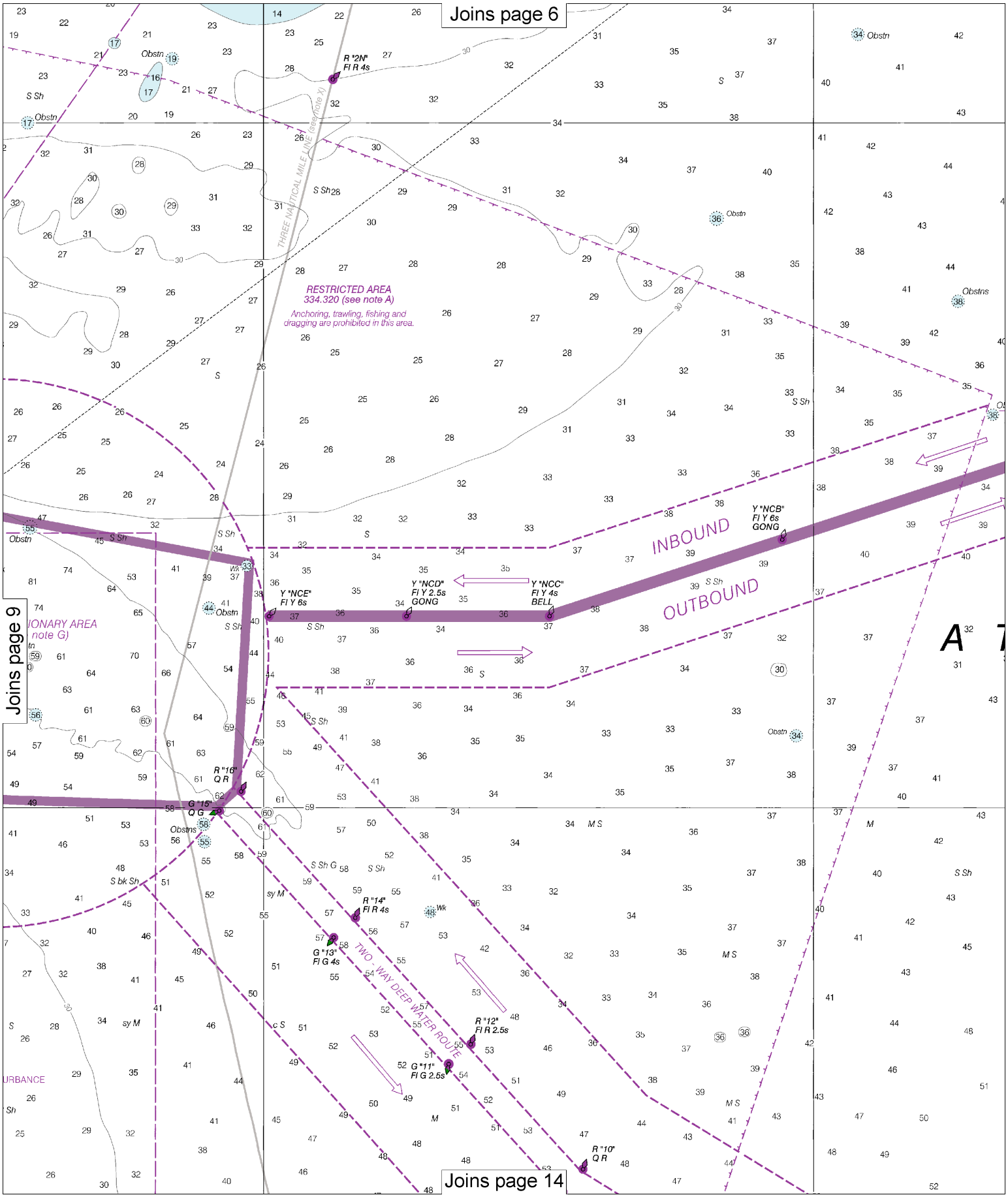
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 5
R "2N" Fl R 4s
THREE NAUTICAL MILE LINE (see note X)
RESTRICTED AREA
334.320 (see note A)
Anchoring, trawling, fishing and dragging are prohibited in this area.
INBOUND
OUTBOUND
Y "NCE" Fl Y 6s
Y "NCD" Fl Y 2.5s GONG
Y "NCC" Fl Y 4s BELL
Y "NCB" Fl Y 6s GONG
Y "NCA" Fl Y 2.5s BELL
R "16" Q R
G "15" Q G
R "14" Fl R 4s
G "13" Fl G 4s
TWO - WAY DEEP WATER ROUTE
R "12" Fl R 2.5s
G "11" Fl G 2.5s
R "10" Q R
Obstn
Obstns
Wk
S Sh
S Sh G
S bk Sh
f S bk Sh
sy M
c S
M S
M
Joins page 10
Joins page 13



10

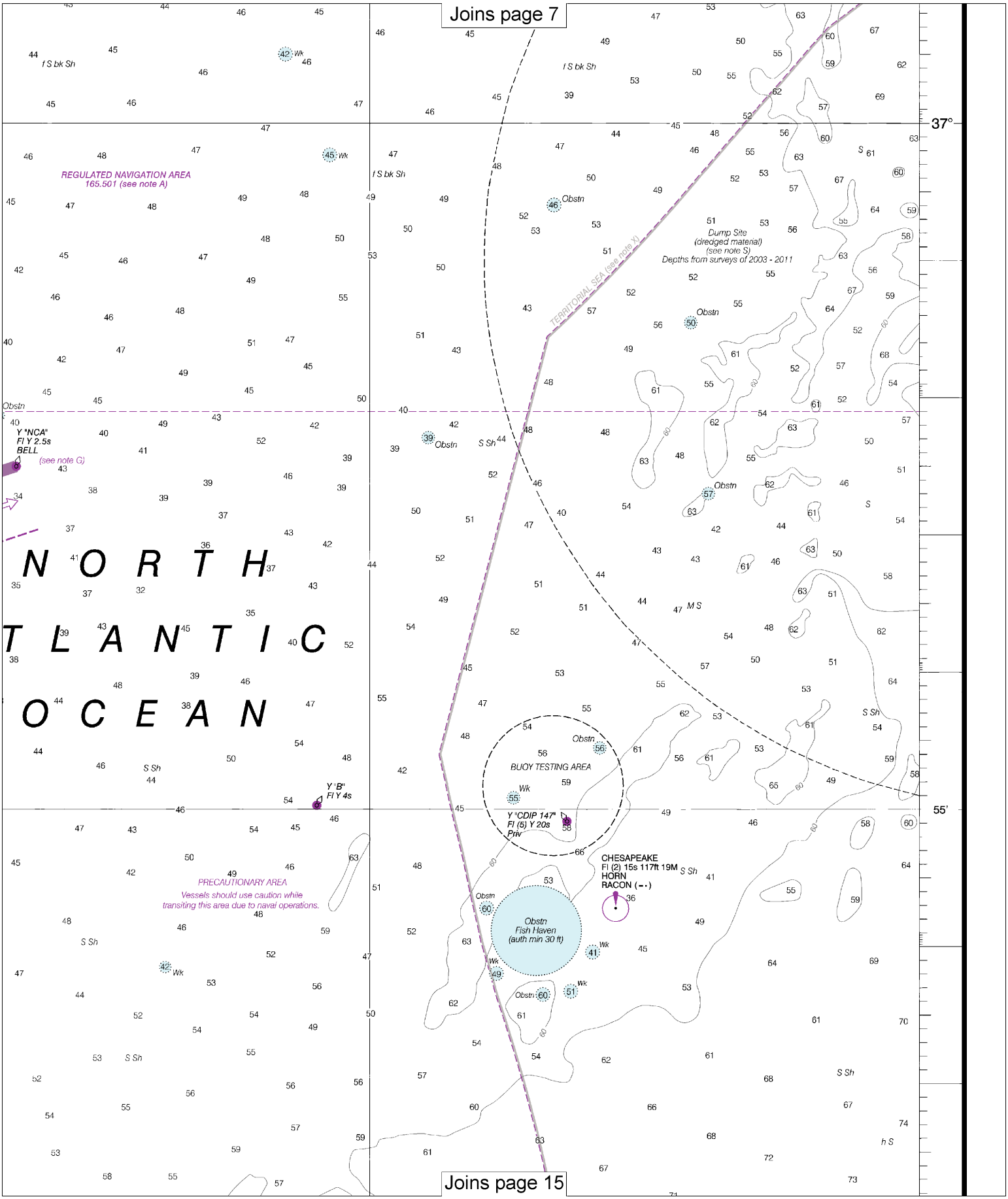
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 7
37°
55'
REGULATED NAVIGATION AREA
165.501 (see note A)
TERRITORIAL SEA (see note X)
Dump Site
(dredged material)
(see note S)
Depths from surveys of 2003 - 2011
Y "NCA"
Fl Y 2.5s
BELL
(see note G)
NORTH
ATLANTIC
OCEAN
BUOY TESTING AREA
Y "CDIP 147"
Fl (5) Y 20s
Priv
Y "B"
Fl Y 4s
CHESAPEAKE
Fl (2) 15s 117ft 19M
HORN
RACON (- - -)
PRECAUTIONARY AREA
Vessels should use caution while
transiting this area due to naval operations.
Obstn
Fish Haven
(auth min 30 ft)
Obstn
f S bk Sh
S Sh
M S
Joins page 15

Joins page 8

UNITED STATES - EAST COAST

VIRGINIA

APPROACHES TO CHESAPEAKE BAY

Mercator Projection
Scale 1:50,000 at Lat. 36° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fishermans Island	(37°06'N/75°59'W)	3.4	3.2	0.1
Cape Henry	(36°56'N/76°00'W)	3.5	3.2	0.1
Lynnhaven Inlet, Virginia Pilots Dock	(36°54'N/76°05'W)	2.6	2.4	0.1
Virginia Beach	(36°51'N/75°58'W)	3.9	3.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2013)

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 3 and 4 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

50'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 and 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE C

CAUTION

The Chesapeake Bay Bridge-Tunnel Complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcasting on 162.55 MHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300 and 1900 local time on 2538 and 2450 kHz. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

NOTE E

CHESAPEAKE BAY BRIDGE - TUNNEL
(Private lights)

North Channel Bridge - A fixed green light marks the mid-channel with fixed red lights marking the channel limits. Fixed red obstruction lights mark each pier in Trestles C and D.

NOTE F

CAUTION

Numerous diffusers, rising 4½ feet above existing bottom, are found along the last 2,400 feet of the sewer.

NOTE G

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.535" northward and 1.249" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

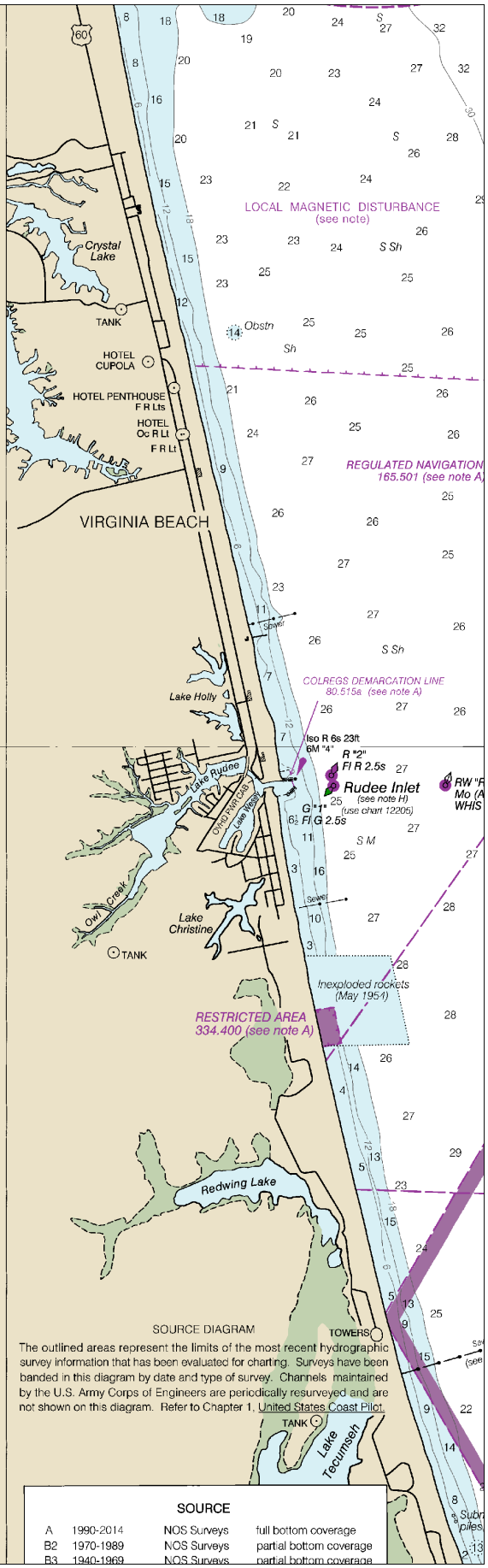
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many flo... vidual radar ref... ids has been em...

Joins page 16



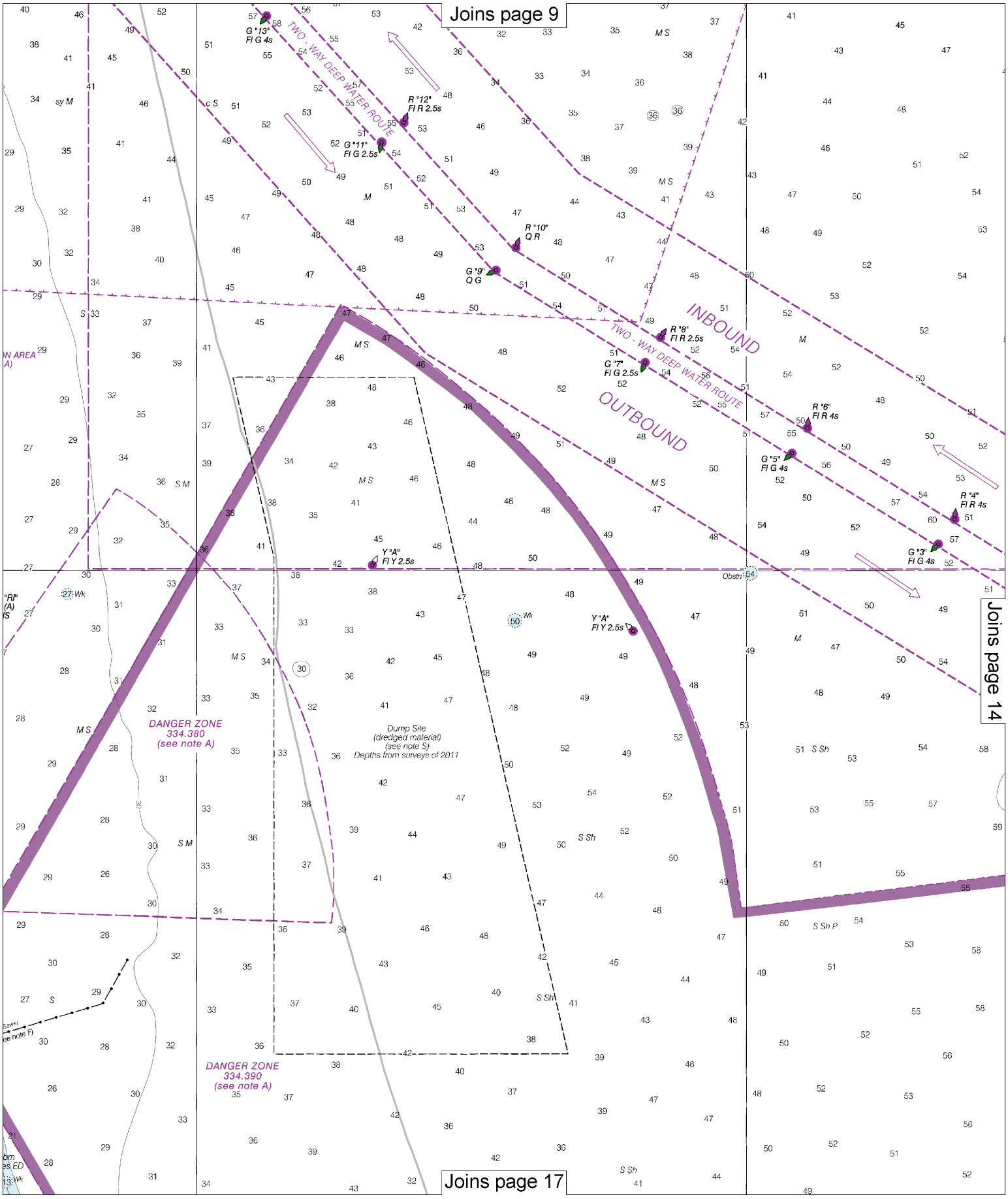
Note: Chart grid lines are aligned with true north.

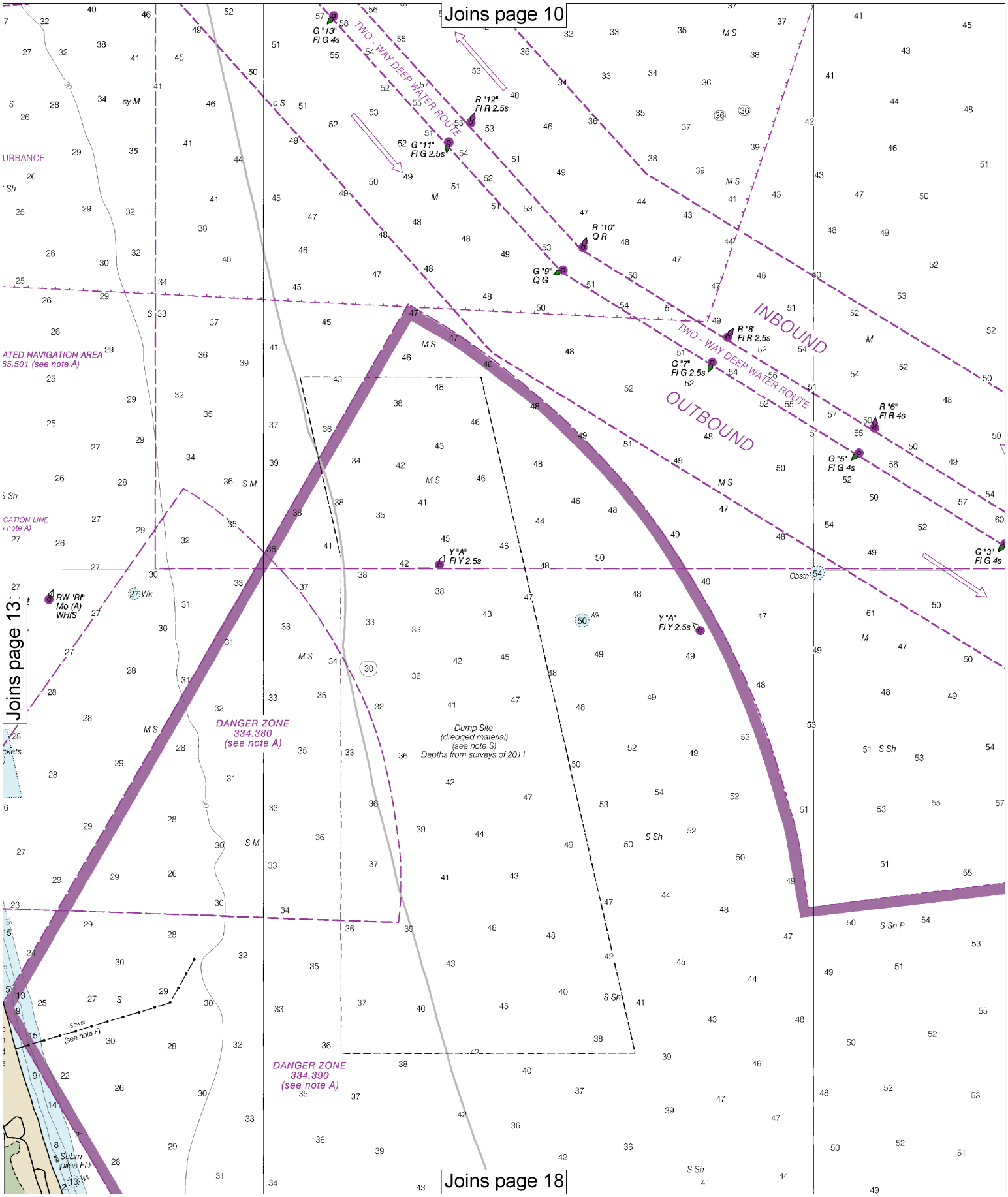
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 9
TWO - WAY DEEP WATER ROUTE
G "13" Fl G 4s
R "12" Fl R 2.5s
G "11" Fl G 2.5s
R "10" Q R
G "9" Q G
INBOUND
TWO - WAY DEEP WATER ROUTE
OUTBOUND
R "8" Fl R 2.5s
G "7" Fl G 2.5s
R "6" Fl R 4s
G "5" Fl G 4s
R "4" Fl R 4s
G "3" Fl G 4s
Y "A" Fl Y 2.5s
Y "A" Fl Y 2.5s
DANGER ZONE 334.380 (see note A)
Dump Site (dredged material) (see note S) Depths from surveys of 2011
DANGER ZONE 334.390 (see note A)
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

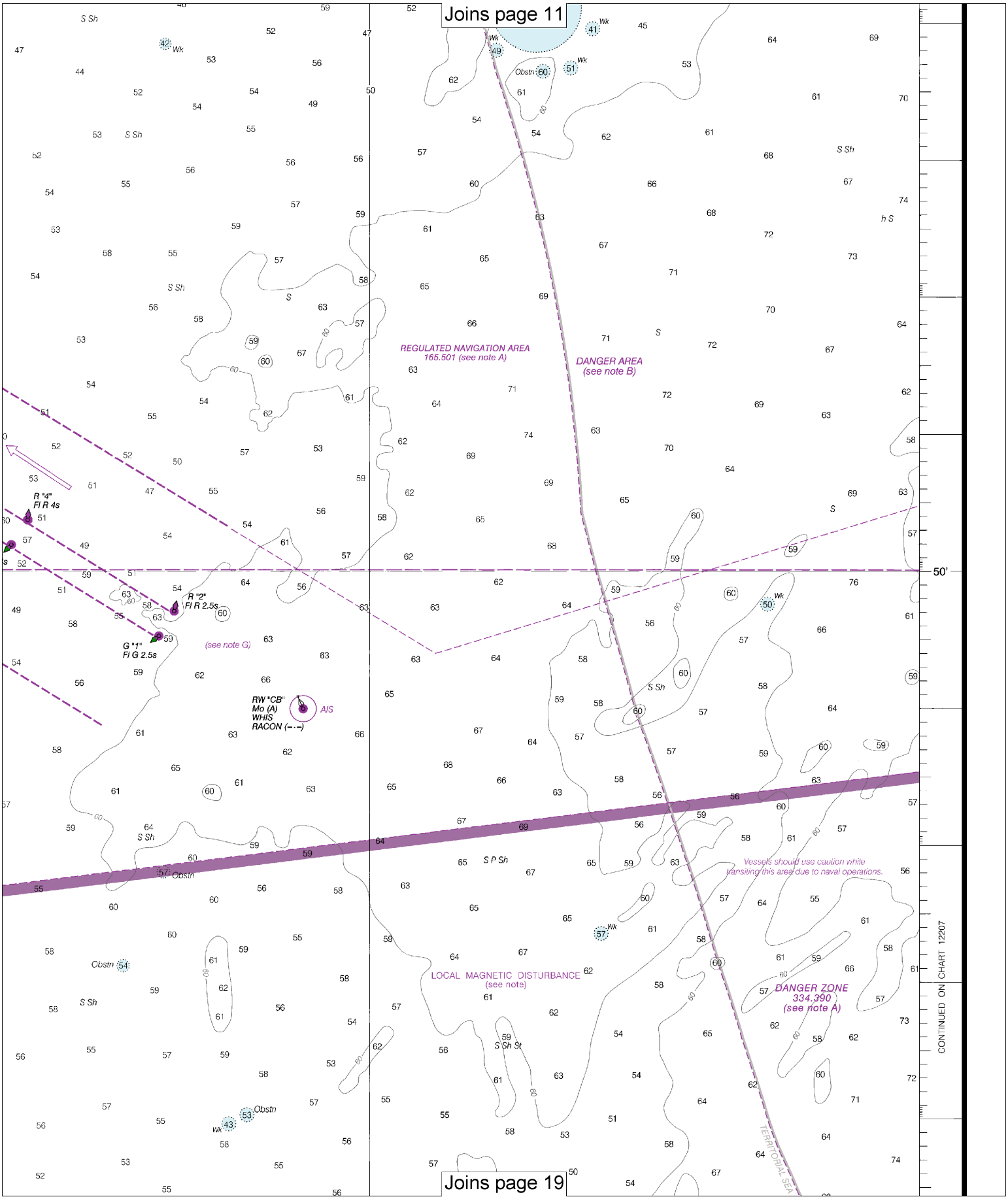
See Note on page 5.

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000


Joins page 11
REGULATED NAVIGATION AREA
165.501 (see note A)
DANGER AREA
(see note B)
R "4"
Fl R 4s
R "2"
Fl R 2.5s
G "1"
Fl G 2.5s
(see note G)
RW "CB"
Mo (A)
WHIS
RACON (–··–)
AIS
LOCAL MAGNETIC DISTURBANCE
(see note)
DANGER ZONE
334.390
(see note A)
Vessels should use caution while
transiting this area due to naval operations.
50'
CONTINUED ON CHART 12207
TERRITORIAL SEA
Joins page 19

to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

NOTE E

CHESAPEAKE BAY BRIDGE - TUNNEL

(Private lights)

North Channel Bridge - A fixed green light marks the mid-channel with fixed red lights marking the channel limits. Fixed red obstruction lights mark each pier in Trestles C and D.

NOTE F

CAUTION

Numerous diffusers, rising 4½ feet above existing bottom, are found along the last 2,400 feet of the sewer.

NOTE G

TRAFFIC SEPARATION SCHEME

The traffic separation scheme is designed to aid in the prevention of collisions at the approaches to Chesapeake Bay and does not supersede or alter the applicable Rules of the Road.

The RECOMMENDED routes for entering and departing from Chesapeake Bay are overprinted on this chart. The Northeast Approach is marked by a tinted magenta line centered on a line of fairway buoys which separates the courses of inbound and outbound vessels. Vessels should leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the Southern Approach deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay: Deep-draft ships, drafts defined as 42 feet/12.8 meters or greater in fresh water, and naval aircraft carriers. Ships drawing less than 42 feet/12.8 meters may use the deep-water route when, in their master's judgment, the effects of ship characteristics, its speed, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 42 feet/12.8 meters.

It is RECOMMENDED that a ship using the deep-water route:

Announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy "CB" on the south end, or Chesapeake Bay Entrance Lighted Whistle Buoy "CH", on the north end of the route;

Avoid, as far as practicable, overtaking other ships operating in the deep-water route;

Keep as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme.

Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE H

While dredging operations attempt to maintain Rudee Inlet channel to a depth of 10 feet, the inlet is subject to continual shoaling.

Joins page 12

gency (EPA). addresses of to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.550 MHz

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed 3 to 17 nautical miles offshore from Cape Henry to Currituck Beach Light.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas and those limits are shown thus: — — — —

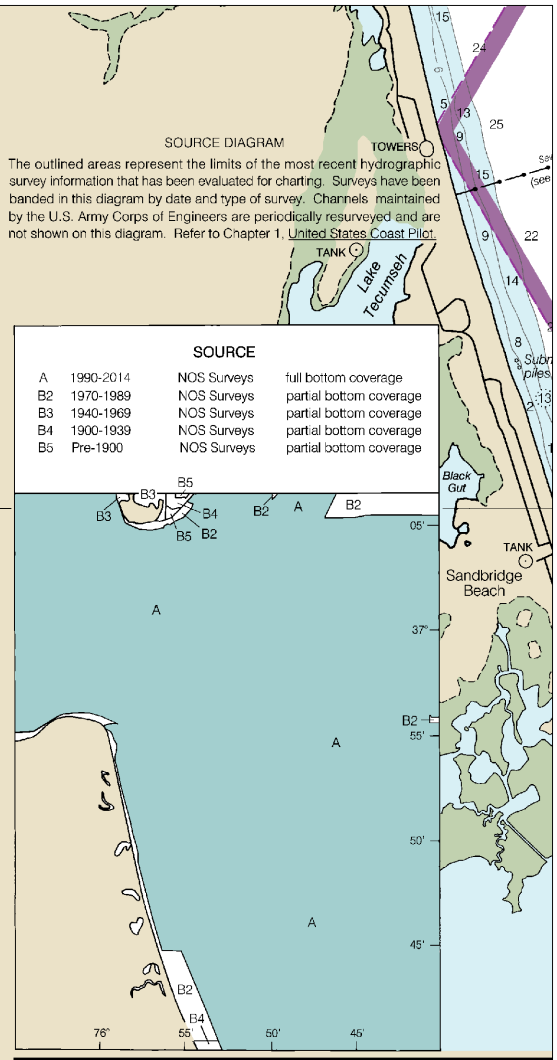
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



THIMBLE SHOAL AND CHESAPEAKE BAY ENTRANCE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
THIMBLE SHOAL CHANNEL (A)	47.8	50.2	49.9	47.8	8,9-12
NORTH AUXILIARY CHANNEL (B)					
SOUTH AUXILIARY CHANNEL (B)					
CAPE HENRY CHANNEL	45.6	50.0	47.9	43.5	10-11

A. CHANNEL IS RESTRICTED TO EXCLUDE VESSELS AND TOWS DRAWING LESS THAN 25 FEET. CHANNE

B. PROJECT MAINTENANCE DISCONTINUED

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATIO

SCALE 1:50,000

Nautical Miles

1 ½ 0 1 2

Yards

1000 0 1000 2000 3000 4000 5000

Meters

1000 0 1000 2000 3000 4000 5

76° 05' 00" W

36° 40' 00" N

40'

05'

76°

16th Ed., Jul. 2013

12208

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING

Last Correction: 4/19/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

GS IN FEET

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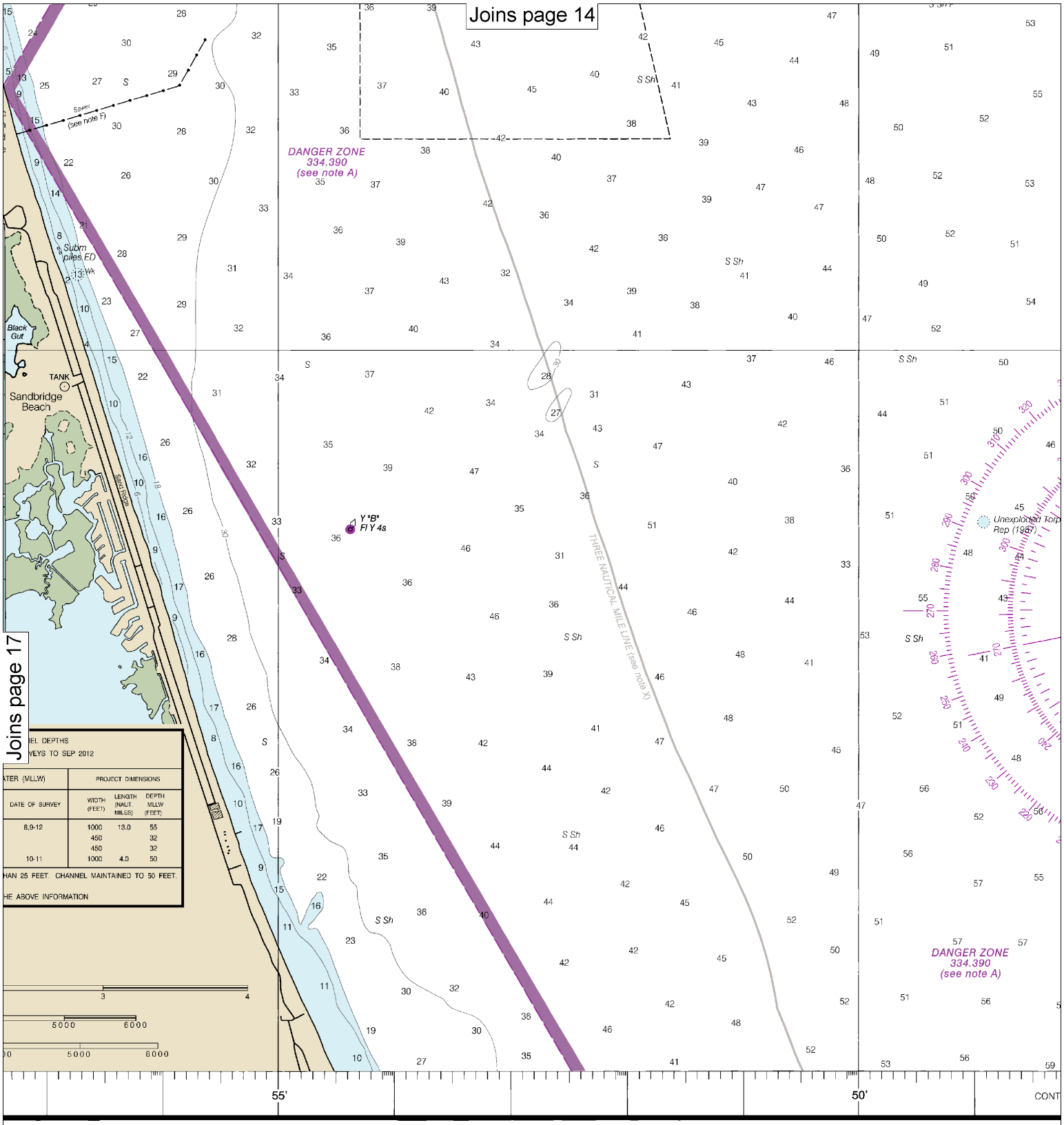
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



NDINGS IN FEET

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOM
FEET
METERS

Note: Chart grid lines are aligned with true north.

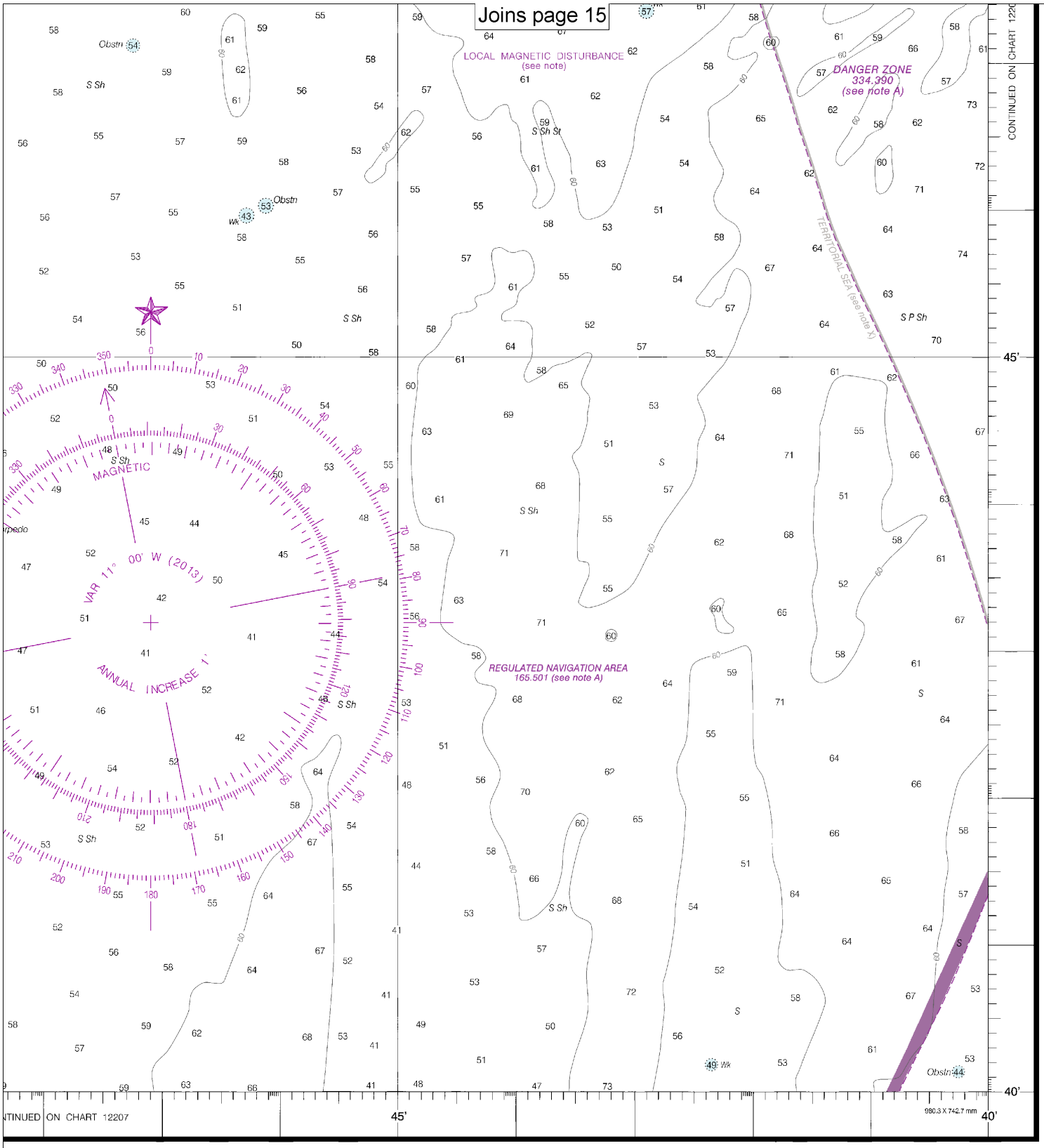
Printed at reduced scale.

SCALE 1:50,000

Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



Approaches to Chesapeake Bay

SOUNDINGS IN FEET - SCALE 1:50,000

12208

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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